

Chapter Two: Task Force Goals and Vision

Section One: Task Force Vision, Goals, Findings and Recommendations

CHAPTER TWO: Task Force Goals and Vision

Task Force Retreat and Goal Development Process

Task Force members met for two days in Casa Grande during March 2000 to discuss their individual and collective vision of Arizona's transportation system and their goals for the Task Force.

The Task Force initially discussed the "best" and "worst" aspects of Arizona's transportation system and then identified possible changes to the system that might be considered in the course of the Task Force's work.

The members met in their assigned committees to discuss and identify their key issues and subjects. Each committee identified a series of ideas, issues and proposals, which were then grouped into three ranking categories. The results of these committee deliberations were reported to the Task Force at large and those items included in the highest priority category were blended into a draft list of Task Force transportation system goals. The overall system goals were then individually discussed, modified and accepted by the members present. The Task Force identified its major goals for Arizona's transportation system, along with a preamble that appears below.

Identified Overall Transportation System Goals

Arizona must have an efficient, multimodal transportation system that contributes to the overall quality of life of its citizens and serves the future transportation needs of the entire state. The transportation system should address the following goals identified by the Governor's Vision 21 Transportation Task Force.

The principal long-range expectations for Arizona's Transportation System are mobility, connectivity, economic vitality, reliability and system preservation.

The roles and responsibilities of all participants in the system (including state government, local governments, tribal governments and regional planning entities) should be determined, integrated and better coordinated. Planning, programming, and reporting processes must be integrated to ensure a sustainable and reliable system.

All federally funded state and local transportation programs should be incorporated into the transportation planning, programming and reporting processes.

The governance of the system must establish clear accountability and strengthen public confidence in the system. Planning, funding (including taxation), implementation and performance monitoring responsibilities should be linked to achieve this goal.

The planning and programming processes should facilitate integration of all modes. These processes should optimize each mode's strengths and minimize inter-modal conflicts.

Clear responsibility and authority for the transportation system should be established to encourage greater coordination and consistency. These responsibilities and authorities should be consistent with any recommended governance structure.

Consistent, minimum statewide standards for quality and performance should be established. Based on these standards, system performance should be measured and reported.

The overall system must have consistent, reliable, adequate, dedicated, but flexible, funding. All available sources, including federal funds, financing innovations, private sources and public-private partnerships, should be explored to maximize funding for the system.

Dedicated transportation taxing authority should be established or expanded.

Emphasis must be placed on operation and maintenance of system assets to protect the investment and to improve overall utilization of the system.

Comprehensive financial management processes (including revenue forecasting techniques and expenditure management techniques) should be expanded to all aspects of the system.

In order to be effective, land use plans must consider state and regional transportation plans, especially with respect to future transportation corridors. In turn, state and regional transportation plans should recognize local land use plans. The coordination and consideration of the overlaying transportation system plans and land use plans by all affected jurisdictions will increase the usefulness and benefits of those plans and will help avoid unintended conflicts in the future.